

Intimation.

POWELL'S
LADIES'
DEPARTMENTS.

"Alexandra
Buildings,"
Des Vaux Road.

NOW SHOWING

**TWEED
SKIRTS,
CLOTH
SKIRTS,
MOIRETTE
UNDERSKIRTS.
COATS,
CAPES,
and
JACKETS.**

**SILK
BLOUSES,
VIYELLA
BLOUSES,
DELAINE
SHIRTS.**

**GOLF JERSEYS,
KID BELTS,
SILK BELTS.
Slate, Tan, Beaver,
White, and Black
KID AND SUEDE
CLOVES.**

**SMART
TRIMMED
MILLINERY.**

**NEWEST
DRESS
FABRICS**

for Morning, Afternoon,
and Evening Gowns.

**FIRST-CLASS
DRESS-MAKING**

MODERATE CHARGES.
Satisfaction Assured.

Wm. POWELL, Ltd.,
HONGKONG:
Hongkong, 4th January, 1906. [43]

Entertainment.

**THEATRE ROYAL,
CITY HALL,
HONGKONG AMATEUR DRAMATIC
CLUB.**
"THE NEW BOY,"
A Farical Play in 3 Acts,
By ARTHUR LAW,
will be produced
TO-MORROW,
(FRIDAY), 12th January, 1906.
SATURDAY, 13th " "
MONDAY, 15th " "

Doors Open 8.30 P.M. Performance 9 P.M.
Prices ... \$1, \$2 and \$3.
Sailors and Soldiers in uniform half-price to
Pit Stalls and P.A.
Booking Office at ROBINSON PIANO Co.
Open on and after MONDAY, 8th January,
from 10 A.M. to 4.30 P.M. each day.
M. S. NORTHCOTE,
Business Manager.
Hongkong, 11th January, 1906. [84]

Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong 28th May, 1895. [88]

To Let.

TO LET.
No. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.
GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.
A BUILDING at CAUSEWAY BAY, formerly
in occupation of the Steam Laundry
Co., Ltd.
No. 17, WONG-NEI-CHONG ROAD.
No. 5, CLIFTON GARDENS, Conduit
Road.
No. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, COM-
NAUGHT ROAD (near BLAKE PIKE).
GODOWNS: PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd December, 1905. [72]

Hotels.

**KING EDWARD
HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED, ELECTRIC FANS
(if required).
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30]

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1901. [28]

**ORIENTAL HOTEL,
MACAO.**

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

LARGE AND LOFTY ROOMS.

Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND

TOURISTS.

For Terms, &c., apply to—

THE MANAGER.

Macao, 16th October, 1905. [29]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBTS contracted by the Officers or

the Crews of the following vessel during her

stay in Hongkong Harbour—
CELTIC CHIEF, British ship, Captain John
Jones—Standard Oil Co.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 13th January, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—
OVERCOATS, MACINTOSHES, BOOTS,
SILVER-PLATED WARE, BENSON
GOLD WATCHES, SUITS OF CLOTHES,
GOLD AND DIAMOND RINGS;
ALSO
A Lot of Large COLOURED ENGRA-
VINGS of NOTED PEOPLE suitable for Club
Room, &c.

AND
A QUANTITY OF SILVER AND IVORY
WARE, E.P. DESSERT KNIVES AND
FORKS, SATSUMA BOWLS AND PLATES,
SILKS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

**HUGHES & HOUGH,
Auctioneers.**
Hongkong, 10th January, 1906. [110]

PUBLIC AUCTION.
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SATURDAY,
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Sales Rooms, No. 8, Des Vaux Road,
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A LARGE ASSORTMENT OF
JAPANESE 'CURIOS,'
Comprising:—
OLD SATSUMA VASES, INCENSE
BURNERS, WALL PLATES, GOLD AND
SILVER CLOISONNE WARE, TEA SETS,
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ORIGIN OF FAMILIAR NAMES.

No less worthy of attention are the common
names of the still more lowly members of the
Batrachian class. Of the word frog we know
nothing, although, through the medium of
many languages, it has had as thorough an
evolution as in physical life. At one time or
another it has been frogga, froak, froa, fro,
vroach and frank, the latter an Icelandic word.
We must admit our ignorance in regard to
load, also, backward research revealing only
tade, tode, ted, toode and tadie, the root baffling
all study. Tadpole is delightfully easy. Old
forms of the former word are pollywiggle,
pollywiggle and pollywiggle. The last gives us
the clue in our spelling—pollywiggle, which,
reversed and interpreted in a modern way, is
wiggle-head, a most appropriate term for those
lively little black fellows. Tadpole is some-
what similar; toad-poll, or toad's-head, also
very apt when we think of these small-bodied
larval forms.

Only two more words need detain us.
Salamander, which is a Greek word of Eastern
origin, applied in the earliest times to a lizard
which was considered to have the power of
extinguishing fire. Newt has a strange history,
originating in a 'wrong' division of two words,
"an ewie," the latter being derived from elf,
which is far more correct than newt, though in
use now only in a few places. This is an
interesting example of word changes.—C.
William Beebe in the *Outing Magazine* for
December.

RELATIVE VALUES OF
MEXICAN COINS.

Answering a correspondent, the Springfield
Republican thus describes the relative values
of Mexican coins under the change effected
through the recent adoption of the gold
standard:

1. The Mexican gold dollar, or peso, is
composed of 26.11 grains of gold 875-1000ths
fine, compared with 25.8 grains 9-10ths fine for
the United States gold dollar. The Mexican
gold peso is thus worth about 98.4 cents. Its
circulation has been small and circulation nil.

2. The Mexican silver dollar, or peso, is a
coin of 417.79 grains, approximately 9-10ths
fine, compared with the United States silver
dollar of 412.4 grains of exactly 9-10ths fineness.
Thus the peso, coinage value, is worth a little
more than the American dollar, or \$1.016.

3. The scheme adopted by the Mexican
Government last spring for placing the country
substantially on a gold basis involves no change
in the existing coinage. The mints are simply
closed to the unlimited coinage of silver, a
practically prohibitive duty is placed on the
importation of Mexican pesos which have been
exported, and the silver peso is declared to be
equivalent in value to 75 centigrams of pure
gold, or 49.8 cents, or approximately 50 cents.

The bullion value of the silver peso prior to this
change was less than 48 cents. The Mexican
Government so far has not undertaken to carry
a gold reserve to maintain this parity of value
between the silver peso and 50 cents gold, and
relies upon the restriction of the silver circula-
tion to force the silver peso up to the 50-cent
level and maintain it there; and such has been
the result of the measures taken. The plan is
similar to the one adopted by the British Gov-
ernment in the case of India, and of our own
Government in the Philippines. Silver will
continue to monopolize the Mexican circulation,
but at this fixed relationship with gold. When
the demand upon the circulation tends to force
the peso above 50 cents in gold, the Govern-
ment will coin and issue pesos on its own
account in exchange for gold; and so preserve
the parity adopted.

4. The change makes no difference with the
status of the United States silver dollar in Mex-
ico, where it will circulate as heretofore, if at
all, at its gold dollar equivalence maintained
in the United States, while the Mexican peso
will now stay at home and cultivate staid
habits in relation to

Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - \$16.50.

A. S. WATSON & CO.

WINE & SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS,

Hongkong, 15th October, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hee Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 11, 1906.

THE TIGHT-MONEY ROGEY.

A stock phrase with framers of trade reports in times of slackness of business has been the favourite one—"tightness of money" amongst the Chinese. Coupled with the explanation, well founded or otherwise, appears the bogey with the advent of a Chinese New Year, that the settling of accounts in the native bazaars makes the stringency of the money market more keenly felt. Never has the random statement of a tight money market been so clearly established as within the past month or two. Were trade circulars and commercial reports framed for the benefit of home and Continental readers examined, it will be seen that they have been invariably so drafted with but a few notable exceptions—as to present the condition of trade in China in the worst possible colours. For the contributing cause of such a pessimistic condition of trade, those responsible for the weekly or fortnightly commercial budgets have, in the majority of instances, been too ready to ascribe to tight money with the Chinese, aggravated by the withdrawal of cash on account of the approach of the Chinese New Year. How completely fallacious these reports are, we are in a position to prove, by actual figures, of the immense flow of treasure that has found its way into China within the past six weeks. Readers of the *Telegraph* will have had no difficulty in compiling for themselves a return of the treasure that has been shipped from the United States to China, since the price of the white metal began to rise. To go no further back than six weeks ago, there has been a sum of eight million dollars in actual coin (not to speak of silver bullion) that has been sent out to China from San Francisco and London. This sum, large as it is, is the actual amount ascertainable, exclusive of others which there has been no means of tracing. The P. M. S. S. *Chiao*, on her last trip to the East, brought out a shipment of four million Mexican dollars, as at the present price of silver it paid the merchants better to remit in actual cash than negotiate a remittance through an exchange bank. That shipment was followed by one on a P. & O. steamer of six hundred thousand. The largest quantity of Mexican dollars to reach China, however, is destined to come from the great port of shipment in San Francisco. When the last mail left that port it was expected that the Occidental and Oriental liner *Dora*, would carry the largest amount of money ever shipped from there to the Asiatic coast. Up to the evening of December 7 about \$3,000,000 in Mexican dollars had been taken aboard the steamer, and it was probable that \$500,000 more was to be loaded into the steamer the following day. This is in addition to the regular currency shipments on the liner. In the aggregate the three shipments represent a substantial addition to the currency of the country of over eight millions of money, which should be capable of affording an elasticity of trade, and so remove a stringency of the money market, if one did really exist within recent weeks. There can thus be no "tight-money" and no "China-New-Year" bogey. Our Chinese friends enter upon a new commercial financial year, on the 25th inst., under the most favourable auspices, and with a plethora of ready money, briskness in trade should mark the year which is but a few days old with us.

THE EQUITABLE LIFE.

American insurance companies have lately passed through a storm of strife, but fortunately they have emerged from the ordeal with renewed strength and fresh energy to prosecute their labours. Of course, while the turmoil was at its height, led by the sensational journals of America, which set capital in every shadow and headlines in every thought, most of the great companies of the United States experienced the effects of an onslaught which has now exhausted itself without harming anyone, except a few dabblers in stocks. The Equitable Life, one of the greatest of the American insurance corporations, was not exempt from the general feeling of distrust engendered by the hints, insinuations and veiled suggestions of the yellow press, but it successfully weathered

the gale and stands as firm to-day as ever it did. A great convention of delegates of the Equitable was held at Manhattan Beach—one of New York's most delightful seaside resorts—in September last, and a brief account of the proceedings appears in the magazine which is specially devoted to the work of the corporation's agents. There were a thousand delegates, and their enthusiasm was boundless. President Morion, whose success as an organizer has been proved in many and varied lines, opened the proceedings with a reference to the trials through which they had passed. They had travelled a rocky road—narrow and tortuous, but the clouds were now rolling by and there were clearer skies ahead. He eulogised the work of the delegates, and his enthusiasm in this respect communicated itself to all the speakers, who, without exception, rose to the occasion in more senses than one. The speech which will interest policyholders was that delivered by Comptroller W. H. Day, the new custodian of the society's securities. The report stated that there should have been something like \$195,000,000 of securities in the vaults. He proceeded to the vaults, on appointment, and found there more than \$200,000,000 of bonds and stocks that would pass as first-class in any banking institution in the world. He found also \$88,000,000 of first-class mortgages. He found the records of other securities which together aggregate more than \$420,000,000. That should satisfy the most fastidious. The Equitable is relied upon by more than 500,000 families, and it was never in a better position than it is to-day. Little wonder, then, that the officers and delegates waxed enthusiastic when they reviewed the work of the year, and little wonder that policyholders slept easier when they heard the statement of the Comptroller, who is an eminent lawyer, a man of probity and a financial expert. The Equitable truly occupies an enviable position in the insurance world.

LOCAL AND GENERAL.

THE French mail of the 12th December was delivered in London on the 10th inst.

ANOTHER case of plague was reported in Hongkong to-day, the victim being a Chinaman who lived in Gilman Street.

THE sale of the Metropole Hotel, advertised to be held this afternoon, was postponed, *since die*, with a view to an arrangement being arrived at between the parties concerned.

IT is expected that permission will shortly be granted by the Japanese Foreign Office to foreigners to visit Port Arthur and Dairen, in order that they may make a personal investigation of their business affairs and properties, which have been in a state of great confusion since the siege.

ACCORDING to a telegram in the *Cable News*, if China attempted to drive the foreign population into the sea, the first troops to go in their rescue would be from the Philippines. There appears to be a belief in some American circles that after the Chinese New Year there may be a revolt among the Chinese, but those living in China do not see many signs of it. However, people here go abroad to learn what is happening at home.

ACCORDING to a prominent Singapore merchant, 1905 was "one of the worst years on record" for that Colony. The collapse of several large native dealers assisted in deepening the general depression. The decline of the port of Singapore as a distributing centre, said the merchant referred to, is no longer disputed even by those who are pecking a portion of the proceeds derived from the tax on freight, imposed by the Shipping Conference.

THIS morning, at the Magistracy, Timothy Hockley, fireman, S.S. *Oceanica*, and T. Cracklett, a seaman on the *Nippon Maru* were brought up, on the charge of being drunk and disorderly. When placed before Mr. F. A. Hazeland, His Worship read them a lecture on temperance, and finally offered to discharge them if they would promise not to touch a drop of liquor before their steamer, left the port. The promises were at once given, and the men were allowed to go.

PRESIDENT Roosevelt, in his Message to Congress, said, with regard to Chinese immigration, that laborers, skilled and unskilled, should continue to be excluded, but that students, merchants, bankers and professional men should be treated precisely as the same classes coming from other countries are treated. And he held that the necessary examinations should be carried on in China, for which purpose the force at the American consulates should be adequately increased.

BETWEEN 2 and 3 a.m. this morning the s.s. *Sun Chong*, when entering the harbour on her return voyage from Canton, ran her nose, in the fog, on to a mud bank, at Capitan Pass. It was then low water, and as she did not get off, a kedge anchor was thrown out, and day-light waited for. When the tide rose, she floated off, and steamed to her usual moorings, safe and sound. There was no excitement on board amongst the passengers, who treated the accident quite as a matter of course.

AN excellent opportunity of realising the results lately achieved by the P. & O. Company in the construction of vessels for the passenger trade to the East will be afforded to-morrow, when the new steamer *Delta* will be open for inspection by the general public between the hours of 3 and 6 p.m. The *Delta* will be lying alongside the Kowloon wharf, so there will be no difficulty in reaching the vessel. It may be anticipated that there will be a large number of visitors to see this magnificent ship.

FARNHAM BOYD & CO.

A HONGKONG INVESTOR'S VIEWS.

A Hongkong investor, of many years' standing, in the stock of S. C. Farnham, Boyd & Co., writing with reference to the telegram which we published the other day to the effect that the shareholders in Shanghai have called a special meeting to consider a resolution which proposes that the Company should be wound-up and reconstructed on a popular basis, remarks that if this idea is carried into effect it should prove of advantage to Hongkong shareholders. He expresses considerable scepticism, however, as to whether the project will be carried through, observing that one is naturally sceptical when money is concerned. It was a mistake on the part of Mr. Prentice to pay a dividend of Tls. 4 instead of Tls. 5, unless the directors had some special reason to assign for doing so. Any stock in China must pay 12 per cent., otherwise people will not invest in it; the bank charges 6 per cent., payable quarterly. Perhaps it was "Scotch caution" which had induced Mr. Prentice to reduce the dividend, but it was certainly a mistake, because it meant that there was no continuity in the manner of allocating dividends. What was the reason to reduce the rate by 5? If the company intended to pay a 12 per cent. dividend it should be paid in instalments of Tls. 5 interim and Tls. 7 final, making Tls. 12 altogether. But this system of chequering was on all fours with the previous methods of the Company. Last year Mr. Twentyman gave \$1 more final dividend as a sop to the shareholders, but they did not swallow it. Now Mr. Prentice followed by cutting off \$1, as if to make matters even. No one can understand a company which behaves in that manner; the directors don't seem to understand the ordinary rules of proportion in the business, and nobody can discover what guides them. Financially the Company should be in a sounder position than any company in Shanghai, seeing that it has a million taels reserve invested in the business. The land owned by the Company is an excellent asset; Mr. Twentyman told us that the land is worth double the book value, so in that case the assets must stand at 100 per cent. premium. The whole difficulty according to our correspondent lies in the fact that the Company has never recovered from the paralyzing effects of Mr. Twentyman's management, and the influence which he exerted over the other directors. Moreover, the directors have consistently failed to see where their own interests lie, to say nothing of the shareholders' interests. Notwithstanding all that, Farnham, Boyd and Co. occupy a leading position to-day and it only requires time and care and proper management to recover its lost position. The action of the Shanghai shareholders who have decided to call a special meeting to discuss the question of winding-up of the Company with the view of reconstructing it on a new basis will entirely commend itself to Hongkong investors, and should that proposal be carried through, the prospects and future of the Company are as bright as ever they were. Farnham, Boyd and Co. have no competition to fear and when reconstructed should prove one of the most valuable properties and safest stocks in the Far East.

THE "CARLISLE"

AN ADVENTUROUS CAREER ENDED.

After lying idle for nine months at Saigon, the ill-fated *Carlisle*, chased from pillar to post, with a cargo of ammunition on board, once intended for Port Arthur, has at last found a resting-place beneath the waters of the Saigon river. A Hongkong gentleman who returned from Saigon yesterday, Mr. A. Ritchie, of Ritchie and Co., gives a graphic description of the final fate made by the *Carlisle*. Laden with a cargo of all sorts of ammunition, from smokeless powder to lyddite shells, the *Carlisle* was more dangerous than an oil tank. The *Carlisle* had already had two explosions before New Year's Day, but she still held together and the crew, injured to all sorts of danger, from attempting blockade, running to baffling the American authorities in the Philippines, calmly smoked their pipes on the poop of the vessel and waited for "orders." About 8.30 p.m. on the 3rd of January, while people were quietly enjoying the balmy atmosphere in Saigon, they were startled by a roar, followed by a blinding glare which lighted up the sky for miles around. People living ten miles away saw the glare and wondered if the *Carlisle* had been having another explosion. She had, and it was to be her last. Fifteen minutes before the explosion, the second engineer named David McLaren Lang retired to his cabin. When the explosion occurred, the officers and engineers on the poop leaped overboard. Some landed in the sea; others fell into a lighter which was lying alongside, but all managed to save themselves, although one or two were badly injured, especially those who fell into the lighter. The explosion occurred in the third hold, which was filled with smokeless powder. Its origin is wrapped in mystery. When the crew came to count the rescued, it was found that the second engineer, a West Indian, and two others were missing. Next day, however, a vessel which arrived at Saigon, landed the two latter who were found clinging to some shrubs at the side of the river. The explosion tore the heart out of the *Carlisle* and a photograph shows her settled down by the stern, the mainmast and funnel showing. The day following the explosion, a party went down to search for the second engineer. An entrance was gained to his cabin, but there was no sign of him there. It is assumed that, hearing the report, he jumped on deck, fell overboard and was dragged down by the sharks which abound in that locality. It has been said that the cargo of the *Carlisle* was worth £700,000, but nobody actually knows what the value was. At all events, the eventful career of the *Carlisle* seems to have ended for good and all now, and an interesting chapter in the history of blockade-runners has closed.

TURF TOPICS.

January 11th.
Another dull morning dawned to-day and there was plenty of fog to welcome the early risers. It was so thick about six o'clock that ponies passing the judge's box appeared a mere speck to those on the paddock.
Mostly trotting work took place, but one or two ponies that were not galloped on the previous morning were put to work. Their times, however, could not be taken owing to the fog.
Later, a few ponies were measured and I append below the results:—
Mr. T. F. Hough's bay 13 h. 24 in.
H. E. the Governor's chestnut (No. 4) 13 h. 34 in.
Mr. E. Goetz's dun (No. 39) 13 h. 14 in.
Mr. E. Goetz's bay (No. 16) 13 h. 14 in.
Mr. H. N. Mody's roan 13 h. 24 in.
Mr. H. N. Mody's grey 13 h. 14 in.
THE RIDING BOY.

MORE RACE PONIES.

The Indo-China s.s. *Kwang Sang*, which arrived here from Shanghai yesterday, brought three ponies for Mr. R. E. Kadoorie, of Shanghai. These consist of the well-known pony "White Blaze"—who, when ridden by Mr. P. Crighton at the last Shanghai race meeting, came in second in the Consolation Cup, and third in the Flyaway Plate—and two subscription griffins.

One of the griffins is a bay. He is a very good looking animal. He possesses a fine head and good hind quarters. The other is an iron grey griffin. A very handsome pony standing about 12 h. 2 in.

We are given to understand the pony "Cardas" formerly owned by Mr. Marius, and who ran second in the Shanghai St. Ieger at the last meeting, with Mr. Meyerink in the saddle, has been sold to Mr. Craig, and the pony is expected here soon.

SPORTS.

REGIMENTAL FOOTBALL CUP.

In the competition for the above-mentioned trophy, the final was played yesterday afternoon on the Military Football ground between the 87th Company R.G.A., and the 83rd Company R.G.A. A little after four o'clock a fair number of spectators assembled on the field and soon afterwards the leather was put in motion. The game got quite indifferent in the opening stages, but with hard pressing the 87th Company succeeded in getting into their opponent's territory and Trayno getting the ball, shot wide, amidst great cheers. Give and take play was next seen and when the whistle sounded at half-time the score was nil.

Re-starting, the 87th Company opened the attack and Trayno getting a pass from Hall netted the first goal. After this the 87th Company had matters in their own hands and every attempt of the 83rd Company to break loose was balked. The 87th team scored goals one after another, and when time was called the score was five to nil.

H.M.S. "ALACRITY" v. H.M.S. "WATERWITCH." This friendly match, which was held on the Naval Football ground yesterday afternoon between the above-mentioned teams, was very evenly contested. Some good football was exhibited, though the shooting on both sides was very erratic. There was no score at half-time. The second part of the match was very even but the *Alacrity* seemed to be pressing slightly, and it was not until a few minutes before the finish that they scored a goal. Result: *Alacrity* 1, *Waterwitch* 0.

H.K. CLUB "A" v. ARMY STAFF "A."

On the Hongkong Football ground at Happy Valley yesterday afternoon the above match was played between the above "A" teams. The first half was very well played and the soldiers were leading by two goals to one. In the second half, however, the Club seemed to have collapsed and the soldiers won by 4-2.

HOCKEY.

On the Hongkong Hockey Club ground at Happy Valley yesterday H.M.S. *Tamar* played a team representing *Alacrity*, *Hecla* and *Destroyers*. The combined teams won after a good game by five goals to one.

ANOTHER CANTON "MYSTERY."

MONEY REPLACED BY DOLLS.

Canton appears to be the land of "mysteries" nowadays. The queue-cutting problem which is apparently bothering the minds of both the public and the officials, has not yet been solved, and now another strange affair has taken place. The Chinese editor, who went to Canton the other day to investigate the "queue" question, states that when he was in Canton he lived in a lodging-house opposite the Chee Lan Hin medicine shop, in Wai Oi Street. One evening, the master of that shop, a well-to-do Chinaman, before retiring for the night, locked up over 100 taels in silver in his safe, shut his room door and went to bed. The following morning, when he went to the safe to get his money to give to the cashier, he was surprised to find that the money had gone, and in its place were found four paper dolls. The master of the shop is positive that no one entered his room when he was asleep, because, being a light sleeper, he would have heard the slightest noise. The locks of the safe and his room doors were examined, but they showed no signs of being tampered with. Canton is evidently undergoing a spook visitation.

The three Chinamen, who were remanded some days ago at the Police Court on a charge of keeping a common gaming house at Station Street, South Yaumati, were brought up on remand yesterday. Mr. P. W. Golding appeared for two of the men. Evidence was heard to the effect that when the raid was made one of the men escaped. Witness did not know that the escaped man was the runner of the Club. His Worship convicted two of the men, and they were fined \$100 each; the third man, got off with \$5 only.

MORE JAPANESE STOWAWAYS.

SHIP'S OFFICERS ALLEGED TO BE IMPLICATED.

There would appear to be no end to the stowing away of Japanese at the various ports of their country for the attractive West, and prosecutions are becoming more and more frequent. Thus, when the s.s. *Thyra* arrived in port this morning, the police flag flying; it was not long before Inspector Langley proceeded on board and found that a number of Japanese stowaways had got away. From investigations it transpired that some 44 Japanese, 39 being females, and five males, had stowed away at Kuchinotsu, Japan, on the 4th inst., and had managed to get away from the ship here. A search was then made and seventeen of the Japanese women were discovered and arrested. This morning, Inspector Langley placed the prisoners before Mr. C. A. D. Melbourne, at the Magistracy, when they all pleaded guilty, though some of them stated that they had paid "ten sovereigns each to some comrade" for their passages. They were each fined \$50 with the alternative of five weeks' hard labour.

THE REQUEL.

As a result of the above case, Ennas Hansen, second officer, and Hans Pous Nielsen, third officer, and four Chinese members of the crew of the s.s. *Thyra* were charged by Inspector Langley with aiding and abetting the above-mentioned stowaways in their plan to secure passages to Hongkong, by stowing away on board that vessel, and thus avoiding the payment of their fares.

Mr. C. E. H. Heavis, of Messrs. Wilkinson and Grist, appeared for the first and second defendants, the others being unrepresented. All the accused pleaded not guilty.

There was some discussion as to a remand of the case for the presence of a Norwegian interpreter, the two first defendants being Norwegians. The bail was set at \$5,000 each, but as it was impossible to find that amount of bail, Inspector Langley said he would not press for such heavy bail, as the Europeans were not likely to go away. It was, however, decided to go on with the case as far as possible.

Chan Mi, a Chinese sailor on the s.s. *Thyra*, said that the vessel left Kuchinotsu, Japan, at 2 p.m. on the 4th inst. He first discovered the presence of the stowaways by seeing the cooks, the third and fourth defendants, cooking large quantities of rice and taking it to the No. 3 hold. They took it at 7 a.m. and 5 p.m., and then witness saw the Japanese, and observed the defendants named serve the rice in the same way for five days. He knew they were Japanese because he heard the third defendant tell the sailors they were Japanese. After the ship arrived in this harbour, the second officer went ashore and returned with a steam launch, which made fast to the stern, and a ladder was let down. That was at 10.15 p.m. on the 9th inst.; the steamer having arrived at 8 p.m. Two male Japanese returned with the second officer and they all went on board. The first, second and third defendants then put the Japanese stowaways into the launch by making them go down a rope ladder, which the second and third defendants brought. The third defendant, the boatswain, put the ladder over the side. After the launch left with the stowaways, the third and sixth defendants struck witness, and warned him not to give any information about what he had seen. Witness saw about 40 Japanese go over the side, among them only five men, the rest being women. The launch went off towards the Central District. Witness was standing on the port side of the vessel at the fore hatch. It was a bright moonlight night, and he could see everything quite clearly, and he distinctly saw the first, second and third defendants, standing by when the Japanese went over the side.

Chau Fu, donkeyman, on the s.s. *Thyra* gave evidence entirely corroborating that of the first witness, as did also Chau Ko, fireman on board the said steamer.

The master of the steam launch *Wo On* testified as to his being engaged by the first defendant, and as to his going to the *Thyra*, and taking off a number of Japanese women and three or four Japanese men. The first defendant, the second officer of the s.s. *Thyra*, paid him \$5 for the trip, and the other five defendants helped the Japanese to get over the side into the launch. Some of the girls gave evidence as to their going on board, and said they paid money for their passages to the second officer—the first defendant. One girl said she saw a Japanese man pay \$800 and some gold coins to the same defendant, and she paid him \$100 herself, for her own and her sister's passage.

Inspector Langley here intimated that if His Worship wished to hear any more evidence he could produce twenty more witnesses to corroborate the evidence already given.

His Worship said he did not consider it necessary to hear any more, and Mr. Heavis elected to reserve his defence.

The case was then adjourned until to-morrow afternoon. Bail not being forthcoming, the first five defendants were remanded in police custody; the sixth, against whom there was not much evidence, being allowed bail in the sum of \$10.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Athabian*) 12th inst.
German (*Prinz Sigismund*) 14th inst.
Canadian (*Empress of India*) 17th inst.
German (*Pruissien*) 18th inst.
Indian (*Kumrang*) 23rd inst.

The Ben Line s.s. *Denharig* from Antwerp and London left Singapore on 9th inst., for this port.

The P. & A. s.s. *Nunatia* left Moji on 10th inst., and is expected to arrive in Hongkong on 15th inst.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver p.m. on 8th inst., for Hongkong via the usual ports of call.

The I. C. S. N. Co.'s s.s. *Kumrang* left Calcutta for this port via the Straits on 7th inst., and may be expected here on 23rd inst.

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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
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EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"OUPACK"	13rd January.
GLASGOW AND LIVERPOOL	"NINGCHOW"	24th "
GLASGOW AND LIVERPOOL	"ACHILLES"	30th "
GLASGOW AND LIVERPOOL	"PELEUS"	6th February.
GLASGOW AND LIVERPOOL	"ALCINOUS"	13th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	16th January.
"GENOA, MARSEILLES & L'POOL."	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL."	"PATROCLUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

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OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, 1906	"NINGCHOW"	24th January.
NAGASAKI, KOBE AND YOKOHAMA	"YANGTZE"	24th February.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
	"OANFA"	26th February.

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AGENTS.

Hongkong, 11th January, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

MANILA "TEAN" 16th January.

MANILA, ZAMBOANGA, PORT
DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-
VILLE, SYDNEY and MELBOURNE.* The Attention of Passengers is directed to the Superior Accommodation offered by these
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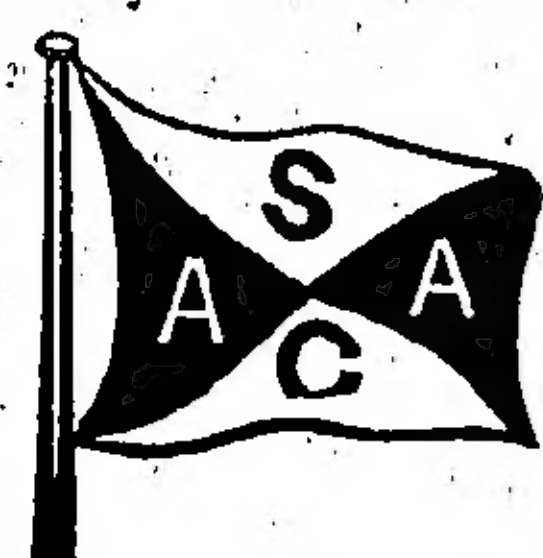
Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th Jan., at Noon.
PIRI	2540	R. Almond	"	SATURDAY, 20th Jan., at Noon.

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KOWLOON HOTEL.

Cable Address:—"Chof."

KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single, 33; Return Ticket,
\$5; and Class, \$1; 3rd Class, 30 cents.
Every Sunday will be an Excursion, at the
following rates: 1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents. Storage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied,
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 2nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,305	T. R. MEAD.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey, \$34

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 13rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 12th Jan., 4 P.M.
KOBE	"CHUNSANG"	SATURDAY, 13th Jan., 3 P.M.
SHANGHAI	"TAISANG"	MONDAY, 15th Jan., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 16th Jan., 3 P.M.
SAMARANG and SOERABAYA	"FAUSANG"	TUESDAY, 16th Jan., 3 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 20th Jan., Noon.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.

1 Taking Cargo on through Bills of Lading to Lahad Data, Simporna, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 11th January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 16th, 1906.
"ARABIA"	4,483	Meixenthin	January 31st, "
"ARAGONIA"	5,198	Ernst	"
"NICOMEDIA"	4,370	Wagemann	"

The S.S. "Numantia" left Moji on January 10th, and is expected to arrive here on the 15th.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"GLENFURRIT,"

Captain R. Webster, will be despatched as above
on or about TUESDAY, the 16th January.

For Freight or Passage, apply to

McGREGOR BROS. & GOW,

Agents.

Hongkong, 28th December, 1905. [1203—G]

COMPAGNIE DES MESSAGERIES

MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.Calling at MANILA, SINGAPORE, PENANG AND
COLOMBO.

THE Company's Steamship

"KOUANG-SI,"

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.For information as to Passage and Freight,
apply to

G. DE CHAMPEAUX,

Agent,

Queen's Building,

Hongkong, 26th December, 1905. [1239—K]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
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Shawmut 9,656 E. V. Roberts 27th Jan.

Hyades 3,753 J. A. Allen 10th Feb.

Tremont 9,656 T. W. Garlick 20th Feb.

Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND COUSINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDNESS.

The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings,

Hongkong, 11th January, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
-----------	-------

"ATHOLL" 12th January.

"PATHAN" 23rd January.

"ST. GEORGE" to follow.

"SHIMOSA" to follow.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th January, 1906.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY via SINGAPORE AND

PENANG.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN

and GENOA, also

VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE,

and SOUTH AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN

GULF and BAGDAD, also BARCE-

LONA, VALENZA, ALICANTE,

ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above,

TO-MORROW, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in

Victoria Dock.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th January, 1906.

FOR YOKOHAMA AND KOBE.

THE Steamship

"SPEZIA,"

Captain Porzellus, will be despatched for the

above Ports, on SATURDAY, the 13th instant,

P.M.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 8th January, 1906.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALMCOOTA,"

Captain Habb, will be despatched as above,

on TUESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 9th January, 1906.

Consignees.

S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.

Bagdad and Charente, from Havre ex s.s.

Bagdad, from Bordeaux ex s.s. Ville de Lette,

and from 1. Nazaire ex s.s. Ville de l'oulogne,

in connection with above Steamer, are hereby

informed that their Goods, with the exception of

Opium, Treasure and Valuables are being

landed and stored at their risks into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and God-
down Co., Limited, at Kowloon, whence deli-

very may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before 6 P.M. TO-DAY, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

WEDNESDAY, the 17th January, at Noon,

will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 17th January, or they will not be recog-

nised.

All damaged packages will be examined on

WEDNESDAY, the 17th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th January, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUMATRA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

THE SHANGHAI RIOT.

BURNING OF THE LOUZA POLICE STATION.

At the request of the Captain Superintendent of Police, the following report and enclosure are ordered for publication.

With reference to Captain Boisragon's semi-official note of the 13th inst. asking permission to issue carbines and ball ammunition and to fire on the mob if necessary, the Council's instructions were given on that occasion that no such extreme measures were to be taken without referring to the Watch Committee for instructions in the event of emergency.

The outbreak developed with extreme rapidity, and Captain Boisragon considered that he was acting in accordance with Council's instructions in withdrawing the side arms from the men on the morning of the 13th.

At the time of the riot, the following were present at the Louza Police Station:

Sir, Inspector Wilson's report on the Louza Station fire is forwarded herewith. It will be seen that he had available at the time of the attack but 6 Foreigners and 10 Indians. His actual strength the day before the riot was 13 Foreigners.

These numbers were depleted by his having sent out his men on post and patrol duty, and also by the detachment of 2 Foreigners and 4 Sikhs for the protection of the Town Hall.

Instructions had been issued the night before for all men to be confined in barracks, so that when I ascertained that there was serious trouble in the Louza Station, I did not anticipate any difficulty in having it quelled there. I gave no written instructions with regard to the protection of buildings, but arrangements are expected to make such arrangements as he deems necessary for the protection of his Station against fire and attack.

Instructions were to guard the three entrances to the station to the best of his ability, and in case of failure to keep them closed, to gradually lay on the Charge Room where a strong guard was to be made. A visit to the station will explain the difficulties experienced by the Police.

Mr. McEuen on passing the Louza Station at 9 a.m. noticed Sikhs on the Nanking Road enroute to the station with rifles and fixed bayonets. On arrival here he reported the matter to me, and I wrote S.O. No. 189, directing the Police to be gradually withdrawn from the Indians, but not to allow them to enter the station.

I also instructed that under no circumstances were the mobs to be fired upon, as it was my chief endeavour until assistance arrived to keep them as far as possible around the Police Station where they could be kept under control, than allow them to swim into spots where the Police could not cope with them.

In carrying out this I consider that much valuable property and lives were saved, for I am positively certain that had shooting tactics been adopted the mob would have fanned out to other quarters to burn and loot before sufficient force could arrive to overwhelm them.

Inspector Wilson is in no wise to blame for failing to fire on the mob, as he was obeying my instructions to the letter, and I wish now to register my opinion that he and the men under his command could not have behaved in a pluckier and more forbearing manner under circumstances which were provocative of extreme measures.

I also wish to point out that I was told in cases of riot not to take any extreme measures without the sanction of the Watch Committee. On the 13th inst. I wrote S.O. No. 189, stating my opinion that if the meetings of the Chinese in the City and elsewhere were not prohibited the mob would eventually get the upper hand and riot ensue. I also asked permission in case of it to be allowed to fire on the mobs. This permission was not given me.

In addition to this, the mob congregated outside the Police Station. I thought that they could be kept out of the Police Station without having resort to firing. Mr. McEuen was of the same opinion. With the idea therefore of keeping the mob engaged at the Police Stations I issued the order, stated above, for carbines and bayonets to be gradually withdrawn.

In this course I may have been wrong and had I known how exceedingly dangerous the state of things was I should have given Inspector Wilson the order to fire on the mob. At the same time I cannot but point out the ill effect which would have been produced by the order to fire, and the great loss of life which would have resulted—a course which I consider would have been very difficult to justify and would have brought heavy blame on the Police from the mob and Chinese and many of the foreign population, had the mob dispersed leaving 30 or 40 dead.

I am, etc.

A. M. BOISGRAGON, Capt., Captain Superintendent.

J. O. P. BLAND, Esq., Secretary.

18th December, 1905.

Sir, I beg to report the following particulars reattack on this Station this morning.

About 8.30 a.m. a foreigner (German) came to the Station and complained that he had been molested by a crowd on Siu Zi Road a few minutes later Mr. Stuart of the Engineer's Dept. came in and made a similar report.

About 8.45 a native constable brought a man to the Station who was followed by a large crowd. I at once released the man. I then assembled all the foreigners and Sikhs of duty armed them and served each man with ten rounds of ball ammunition. A few minutes later the Sikhs on duty on the "nanking Road" returned to the station and said the mob had driven them in. I telephoned to the Chief Inspector, told him how we were situated, and that I had served out ammunition. Shortly afterwards he telephoned to say I was to disarm the men by taking their ammunition and sidearms away.

A mob of what appeared to be thousands flocked to each of the entrances to the station and stoned the Police with bricks, etc., they were repeatedly charged by the foreigners and Sikhs with carbines. The men were unable to hold their ground, as they were receiving a perfect hail of bricks and other missiles. The house was then attacked on the hydrants in the compound and played on them, but this did not keep them at bay long. Almost every man present was wounded about the head or hands. Eventually I had to give way and seek refuge in the building by which we were being attacked from all sides. The mob then stoned the station with bricks and other missiles.

The lower portion of the station was burnt out, the first floor damaged by water.

I cannot speak too highly of the pluck shown by the Foreign and Indian members of the force, in the plucky way they charged the crowd from time to time against a perfect fusillade and overwhelming numbers. A large number of native constables rendered valuable assistance in trying to quieten the mob, also in extinguishing the fire.

At the time of actual attack the Force in Barracks under arms were 8 foreigners and about 10 Indians. These 18 men in four Indians had been drafted over to the Town Hall, as a message was received stating a mob had left Hongkong Market on route for the Maloo Market.

I am, etc.

J. M. WILSON, Inspector.

To Capt. A. M. BOISGRAGON, Capt. Supt. of Police.

Shanghai, 2nd December, 1905.

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These numbers were depleted by his having sent out his men on post and patrol duty, and also by the detachment of 2 Foreigners and 4 Sikhs for the protection of the Town Hall.

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In carrying out this I consider that much valuable property and lives were saved, for I am positively certain that had shooting tactics been adopted the mob would have fanned out to other quarters to burn and loot before sufficient force could arrive to overwhelm them.

Inspector Wilson is in no wise to blame for failing to fire on the mob, as he was obeying my instructions to the letter, and I wish now to register my opinion that he and the men under his command could not have behaved in a pluckier and more forbearing manner under circumstances which were provocative of extreme measures.

I also wish to point out that I was told in cases of riot not to take any extreme measures without the sanction of the Watch Committee. On the 13th inst. I wrote S.O. No. 189, stating my opinion that if the meetings of the Chinese in the City and elsewhere were not prohibited the mob would eventually get the upper hand and riot ensue. I also asked permission in case of it to be allowed to fire on the mobs. This permission was not given me.

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In this course I may have been wrong and had I known how exceedingly dangerous the state of things was I should have given Inspector Wilson the order to fire on the mob. At the same time I cannot but point out the ill effect which would have been produced by the order to fire, and the great loss of life which would have resulted—a course which I consider would have been very difficult to justify and would have brought heavy blame on the Police from the mob and Chinese and many of the foreign population, had the mob dispersed leaving 30 or 40 dead.

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About 8.45 a native constable brought a man to the Station who was followed by a large crowd. I at once released the man. I then assembled all the foreigners and Sikhs of duty armed them and served each man with ten rounds of ball ammunition. A few minutes later the Sikhs on duty on the "nanking Road" returned to the station and said the mob had driven them in. I telephoned to the Chief Inspector, told him how we were situated, and that I had served out ammunition. Shortly afterwards he telephoned to say I was to disarm the men by taking their ammunition and sidearms away.

A mob of what appeared to be thousands flocked to each of the entrances to the station and stoned the Police with bricks, etc., they were repeatedly charged by the foreigners and Sikhs with carbines. The men were unable to hold their ground, as they were receiving a perfect hail of bricks and other missiles. The house was then attacked on the hydrants in the compound and played on them, but this did not keep them at bay long. Almost every man present was wounded about the head or hands. Eventually I had to give way and seek refuge in the building by which we were being attacked from all sides. The mob then stoned the station with bricks and other missiles.

The lower portion of the station was burnt out, the first floor damaged by water.

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18th December, 1905.

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A mob

Details

Abstract

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	REMARKS
				RESERVE			
BANKS							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$5,500,000 \$350,000	\$1,702,728	\$4.15 @ exchange 1/100 = \$4.15 for first half-year 1905	\$697 sales \$100 buyers
National Bank of China, Limited	99,945	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	\$21 buyers
MARINE INSURANCES							
Canipo Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	61 X \$100
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	\$300,000 \$169,211 \$26,455 \$99,935	NIL	\$4 1/2 for year ended 30.4.1905	\$12 1/2 100 buyers
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000 \$100,000 \$2,000,000	Tls. 302,053	Final of 7/9 making 15 1/2 for 1904	51 X Tls. 51
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$100,000 \$317,851 \$1,043,993 \$1,152,534 \$1,152,534	\$2,332,113	14 1/2 for 1904	51 X 1750
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$5,000 \$1,000,000 \$218,093	\$486,284	\$12 and \$3 special dividend for 1905	61 X \$170
FIRE INSURANCES							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$218,093	\$310,047	\$6 dividend & \$1 bonus for 1905	61 X \$100 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1905	101 X \$21
SHIPPING							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	61 X \$50 sales
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$261,438 \$38,041 \$250,000	NIL	\$3 1/2 for year ended 30.6.1905	61 X \$47 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$500,000 \$145,370 \$250,000	18,064	\$1 for first half-year 1905	61 X \$15 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$3,999	£4,435	13 1/2 @ 1/100 = \$4.39 1/2 for 1904	61 X \$93 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 30	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	61 X Tls. 48 buyers
Do. (Preference)	100,000			£400,000	107,815	Interim of Tls. 18 for 1905	61 X Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£4,144		1 1/2 (Coupon No. 6 for 1905)	61 X 22 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000	\$919	\$1 (80) for year ending 30.4.1905	61 X \$31
Straits Steamship Company, Limited	5,000	\$100	\$100	\$24,257 \$400,000 \$1,000,000	\$21,931	\$10 for 1904	61 X \$149 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 305,470 Tls. 28,000 Tls. 84,000	Tls. 4,333	Interim of Tls. 2 for 1905	61 X Tls. 35 buyers
REFINERIES							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Interim of \$10 for 1905	61 X \$205
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$150,000	\$85,087	\$5 for 1905	61 X \$21 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.6.04	61 X Tls. 65
MINING							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000 £26,611	£13,355	Final of 1/1 (No. 5)	61 X Tls. 6
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$672,003	Final of 50 cents making G. \$1 for 1905	61 X G. \$16
Raub Australian Gold Mining Company, Limited	150,000	£10	£10	£4,873	Dr. £8,745	No. 12 of 1/1 = 48 cents	61 X \$41 buyers
50,000	£1	£1					
DOCKS, WHARVES & GODOWNS							
Farnham, (S. G.) Boyd & Co., Limited	\$5,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	61 X Tls. 122.25 div.
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	\$2.75 for 1904 on old capital	61 X \$25 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$50,000 \$58,473 \$10,000	\$29,422	Interim of \$4 1/2 for 1905	61 X \$108 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$30,000 \$41,500	\$501,332	\$6 for first half-year 1905	61 X \$165
New Amoy Dock Company, Limited	10,000	\$64	\$64	\$65,500	Dr. 10,260	\$1 1/2 for 1905	61 X \$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	61 X Tls. 350
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	61 X Tls. 100 buyers
LANDS, HOTELS & BUILDINGS							
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$14,516 Tls. 3,200	\$9,028	\$4 1/2 for year ended 30.6.1905	61 X \$28
Astor House Hotel, Limited (Tientsin)	6,000	Tls. 50	Tls. 30	Tls. 3,000	Tls. 806	Interim of Tls. 5 for year 1905/6	61 X Tls. 130 buyers
Central Stores, Limited	2,000	\$15	\$12 1/2	\$20,000	\$1,502	Final of 60 cents making \$1.50 for 1904	12 X 2 \$15
Do. (Founders)	131	\$15	\$12 1/2			None	\$100
Do. (New Issue)	24,000	\$15	\$12 1/2			Preferential of 7 per cent. for 1904	7 X \$7 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,973 \$31,027	\$10,126	\$5 for first half-year 1905	61 X \$150 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Interim of \$3 1/2 for 1905	58 X \$113
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 7,302	Interim of Tls. 1 for year 1905/6	18 X Tls. 100 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Final of \$6 making \$10	38 X \$20
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000	\$11,958	50 cents for 1904	61 X \$13
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$5 for 1904	7 1/2 X \$41
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 5 for 1905	61 X Tls. 120
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000	Tls. 670	Interim of Tls. 3 for 1905	61 X Tls. 45 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Interim of Tls. 3 for 1905	61 X Tls. 215 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	61 X \$84
COTTON MILLS							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1904	104 X Tls. 41
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	78 X \$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 103,200	Tls. 18,000	3 1/2 a/c 1898	61 X Tls. 40 buyers
Lau-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	4 1/2 a/c 1898	Tls. 14 sales
Soy Chee Cotton Spinning Company, Limited	9,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 1/2 a/c 1897	Tls. 250 buyers
MISCELLANEOUS							
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	\$20	None	61 X \$100
Bell's Asbestos Eastern Agency, Limited	5,504	12/6	12/6	\$14	£770	1 1/2 per share for 1904	61 X \$20
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	61 X \$20
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	\$1 for 1904	10 X \$20 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 4 for 1905	61 X \$10
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$5,789	30 cents for 1904	61 X \$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$20,000	\$1,781	\$100 for year ending 31.7.1905	61 X \$10
Dairy Farm Company, Limited	35,000	\$7 1/2	\$6	\$500,000	\$2,864	\$100 for year ending 31.7.1905	61 X \$10
Green Island Cement Company, Limited	50,000	\$10	\$10	\$500,000	\$5,954	\$1 for 1904	61 X \$10
Hall & Holt, Limited	21,000	\$50	\$50	\$180,000	\$7,551	Final of \$1 1/2 making \$2 1/2	61 X \$10
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$4,151	\$100 for year ending 31.7.1905	61 X \$10
Hongkong High-Level Tramway Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,756	\$1 for year ending 30.6.1904	61 X \$10
Hongkong Ice Company, Limited	5,000	12 1/2	12 1/2	\$50,000	\$5,350	Normal dividend for 1905	61 X \$10
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$50	\$50	\$50,000	\$17,587	\$5 for 1904	61 X \$10
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$50,000	\$1,638	Final of 50 cents making \$1.50 for 1904	61 X \$10
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,500	Interim of \$2 1/2 for 1905	61 X \$10
Manchappi, Ltd. (Min. Bosch on Landowners)	25,000	Gs. 100	Gs. 100	Tls. 125,310 Tls. 10,465	Tls. 39,749	Interim of Tls. 2 for 1905	61 X Tls. 45 buyers
Monroe & Co., Limited	1,000	Tls. 50	Tls. 50	none	Dr. Tls. 17,638	Tls. 100 for 1905	61 X \$10
Morden, (F. L.) Limited	6,500	\$10	\$10	none	Dr. P. \$15,019	None	61 X \$10
Philippine Company, Limited	1,200	\$50	\$50	none	Dr. \$18,455	None	61 X \$10
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	10,000	Tls. 50	Tls. 50	Tls. 145,000	Tls. 8,011	Interim of Tls. 3 for 1905	61 X \$10
Shanghai Gas Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 105,772	Tls. 7,711	Interim of Tls. 3 for 1905	61 X \$10
Shanghai Hotel Bazaar Company, Limited	1,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 7,711	Interim of Tls. 3 for 1905	61 X \$10
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 8,011	Interim of Tls. 3 for 1905	61 X \$10
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 30	Tls. 30	Tls. 21,000	Tls. 1,407	Interim of Tls. 3 for 1905	61 X \$10
Shanghai Waterworks Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 17,000	Tls. 17,000	Interim of Tls. 3 for 1905	61 X \$10
South China Mapping Press, Limited	5,000	\$25	\$25	none	Dr. \$5,000	None	61 X \$10
Steam Laundry Company, Limited	50,000	\$15	\$15	none	\$1,134	None	61 X \$10
Straits Ice Company, Limited	1,000	\$100	\$100	\$100,000	\$700	None	61 X \$10
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 12,000	Tls. 725	Interim of Tls. 3 for 1905	61 X \$10
United Asbestos Oriental Agency, Limited	5,000	\$20	\$20	\$20,000	\$511	None	61 X \$10
Do. (Founders)	1,000	\$20	\$20	\$20,000	\$511	None	61 X \$10
Waters, (A. S.) & Co., Limited	10,000	\$10	\$10	\$10,000	\$1,000	None	61 X \$10
William Fyfe, Limited	5,000	\$10	\$10	\$10,000	\$1,000	None	61 X \$10